Putting Together a Portfolio of Funding for Freight Focused Projects
Port Case Studies: East Marginal Way Grade Separation

Dan Burke, Port of Seattle Regional Transportation Planning
Elliott Bay and Port of Seattle
Marine Terminals and Rail Yards

Terminal 5 On-Dock
Terminal 5

Terminal 18 On-Dock
Terminal 18

Pier 90/91
Pier 86
Pier 66

Terminal 46
Terminal 30
Terminal 25

BNSF (SIG - North)
BNSF (SIG - South)

UPRR (ARGO)
EMWGS
Port of Seattle Regional Transportation Network
The Problem: Issues

- Increase growth in cargo containers coming and going from expanded T-5 & T18 Terminals
- Increased roadway traffic congestion from overall regional and Port growth
- Increased Train movements from Terminals 5 and 18 expected to increase daily truck delay from 50 hours to 270 hours daily
The Solution: Goals

• Remove Grade conflicts between roads and existing rail tracks

• Improves Access to Port terminals, UP and BNSF rail yards, local manufactures and distribution warehouses

• Reduce area wide traffic congestion

• Provide opportunities for Economic Growth

• Increase Safety

• Improve air quality
Project Background

• Project need was identified in the 1980’s/90’s through planning and environmental work on the Terminal 5 and Terminal 18 Expansion Studies

• Incredibly complex project with many stakeholders

• Included as one of original 15 FAST projects

• Washington State DOT completed first project design concept

• Port of Seattle, as project lead, took over design in 2002

• While the Port is the lead, the City of Seattle is a key reviewing agency and ultimate owner of the facility
Original Cost and Funding

• Original Cost estimated at $19M in the 1998 FAST I Agreement

• WSDOT completed first pre-design, project estimated at $45M in 1998

• Port takes project lead, completes pre-design with cost estimated at $34.5M in 2002

• Project Funding Package of $33.5M is pulled together from many sources over many years
# The Many Colors of Money

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The Port Design
Project Issues & Delays

• Utility Relocation Issues

• Increased Property Needs

• Maintenance and Liability Responsibility

• Potential Soil Contamination

• Increased Cost

• Delays Create Risk of Losing Grants

• Agreement between the Port and City in September, 2005. Phase 1 Groundbreaking in 2007
Completing Funding Gap

• Existing Funding
  • Federal: $14.6M
  • State: $14.2M
  • Local: $3.2M
  • Private: $1.4M

• Additional Funding (2009)
  • Port of Seattle: $14.4M
  • ARRA Funding: $2.9M

• Total: $50.7M
Inter-relationship with Spokane Street Viaduct Project
Project Site: Looking to the West at rail level
Ramp Being Constructed at Duwamish Avenue (South Leg)
Lessons Learned

• Stakeholder Coalitions are critical

• Early Community Outreach is important

• Large Freight Related Projects often require complicated funding packages

• Industrial Projects are rarely considered Sexy
Happy Ending

Project open to traffic: Anticipated Fall, 2011